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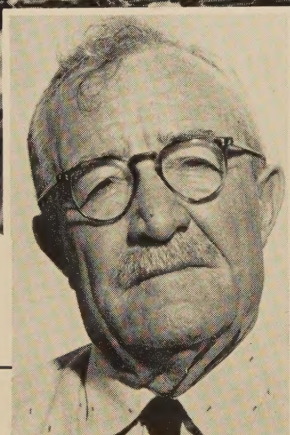


OLDEN JUBILEE STORY BY ROBERT W. McCRAW

another **NATIONAL** clipper

joins the

WORLD'S FINEST TUNA FLEET



**ANDREA
CASTAGNOLA**

A PIONEER IN THE TUNA FISHING INDUSTRY

Andrea Castagnola has been identified with West Coast fishing for more than half a century.

He started modestly as a small boat fisherman at San Francisco in 1900—the year he arrived from Genoa, Italy. He followed the sea after coming to San Diego in 1906.

Mr. Castagnola established himself in the tuna industry in 1928 when he built the 80-foot, 70-ton capacity Conte Verde. In 1934 he added the original Conte Bianco, a 118-foot, 200-ton capacity vessel which was sold early this year and renamed the Far Famed.

His next venture was the Conte Grande, a 135-footer started early in World War II. This clipper, taken over by the Government before completion, was lost at sea.

The Castagnolas then acquired and operated the Westgate, a smaller boat, until the end of the war. Currently they are operating the Conte de Savoia, 125 feet long and 315 tons capacity, which was built in 1946.

Mr. Castagnola retired in 1939 but still retains his interest in the waterfront and the tuna industry. His associates are carrying on. They include three of his four sons—Louis, captain of the Conte de Savoia; John and Andrew. The fourth, Joseph, is in the U. S. Coast Guard. Others of the associates are three sons-in-law; Laurie Massa, skipper of the Conte Bianco; Steve Massa and Frank Sanfillipo.

CONTE BIANCO,

built for Andrea Castagnola and Associates, sliding down the ways at National Steel and Shipbuilding Corporation, Saturday July 21.

The Conte Bianco is 127 feet long, with 30'6" beam and 14'6" depth. Capacities: Fish, 300 tons; fuel oil, 50,000 gallons; fresh water, 4,200 gallons; lubricating oil, 1,300 gallons. Cruising range, 12,000 miles. Crew's quarters, 15 men.

Powered by Enterprise DMG 38 Diesel, single acting, direct reversible, 4-stroke cycle, 12" x 15" 400 RPM, supercharged to provide 800 BHP.

Auxiliary generating engines: Murphy 6-cylinder Diesels, 133 KW, 200 volts, 3 phase, AC generators, direct-connected, 4-stroke cycle, 1200 RPM non-reversible, 200 BHP.

Arc-welded steel hull, with raked stem and modified tuna vessel stern. Shell plating is 5/16" steel.

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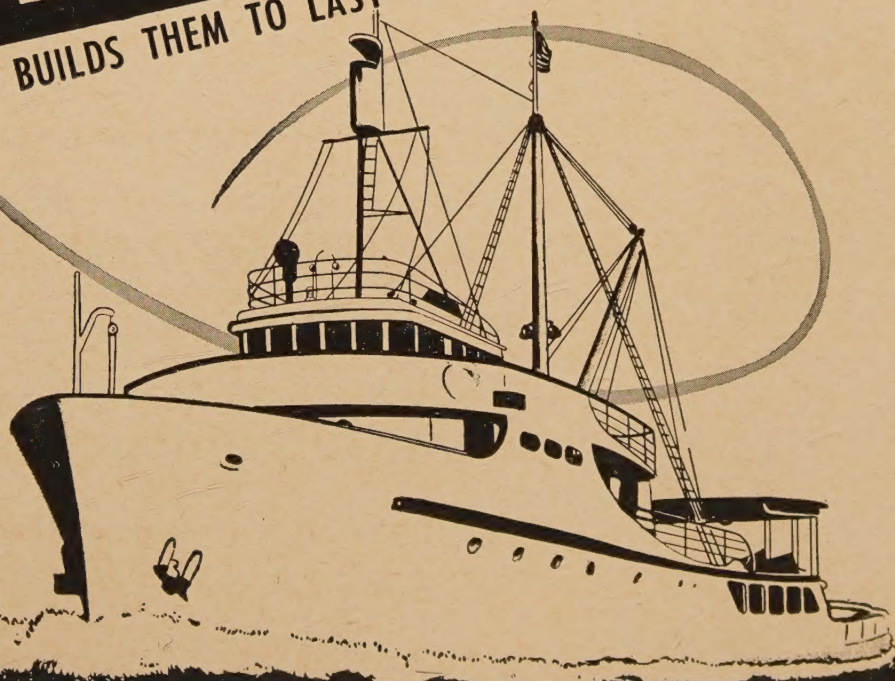
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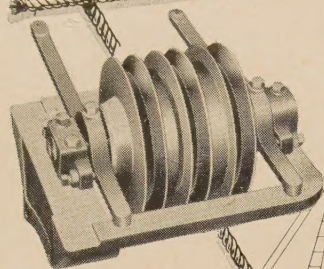
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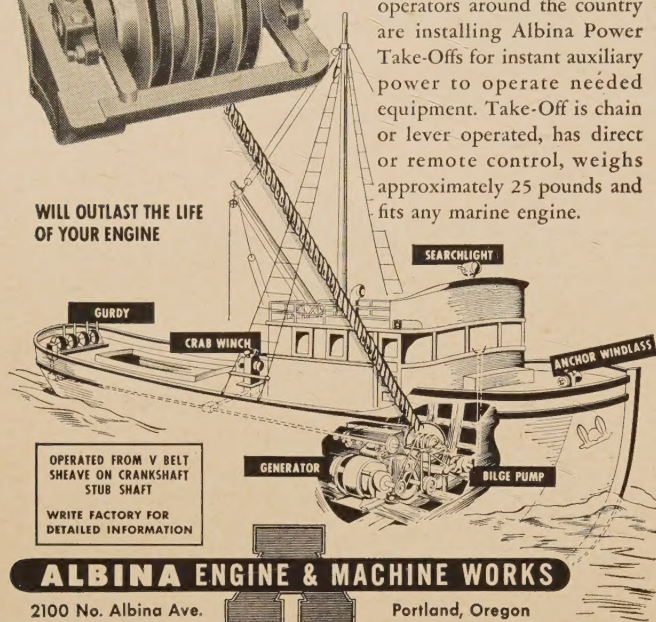
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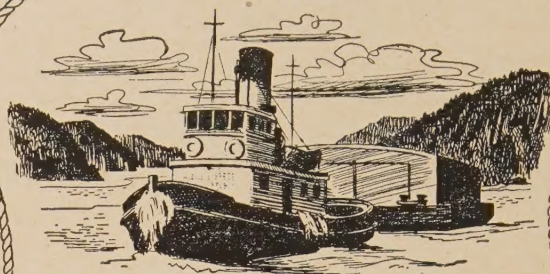
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Several days following San Diego's "Harbor Days & Golden Jubilee of Tuna," the staff of Pan-American Fisherman received the letter printed below. It was from Mr. Cosimo A. Cutri, President of Marine Press Association, publishers of the magazine. In view of its thoughtful content, the editors print it in lieu of this month's usual editorial.

•

"The staff of Pan-American Fisherman magazine
205 Broadway Pier Building,
San Diego, California,
ATT: Mr. John S. Lusitana, Gen. Mgr.
"Gentlemen:

" 'Harbor Days and Golden Jubilee of Tuna' is but a memory. But what a gratifying memory! And it is with pride and sincere admiration that I recall the efforts of so many people and organizations, who joined hands to make this first celebration of its kind in San Diego the success that it was. These contributors represent a substantial roster.

"There was the Navy, Coast Guard, Marines and Airforce based in this area; the hard-hitting members of our Junior Chamber of Commerce; our radio stations, our newspapers and our clergy. I shall not soon forget the surprise I felt when confronted by so many extraordinary spectacles, nor the pleasure it gave me to eat one of the 100,000 excellent tuna sandwiches given away. Neither shall I quickly forget the gesture toward the Governors of our great States—that is, the presentation of forty-eight cases of tuna to these executives. I shall long remember also the hospitality of the Executive and Directory Board of the celebration, and I commend you and your staff for the discovery of this 50th year of the tuna industry. Last, but certainly not least, who could forget His Excellency, Most Reverend Charles Francis Buddy's blessing of the fleet? Surely San Diego's great Churchman-Bishop has turned a milestone in fleet annals. To one who has long been a proud part of our fabulous tuna industry, this occasion was doubly satisfying. Yet, as completely as our industry has become of age, there still lurks, unfortunately, a danger. That danger is the danger of complaisance, or, more commonly, "letting-down."

"We now are in the national eye. Let us make certain that we stay there, insofar as is possible. Too often have victories been won, only to be eventually lost because of a "fat cat" attitude.

"Now, more than ever before, each of us involved in this great industry must keep the ball rolling. We must remember to give tuna as gifts, serve it frequently on our own tables, keep the word on our tongues, seek and secure as much favorable publicity as may be open to us individually.

"In a campaign of this nature, we of Pan-American Fisherman can be of inestimable value. Was it not Voltaire who said, 'the pen is mightier than the sword?' Let us use that pen, then, throughout this coming year, to pound the drum for our industry in every way possible. In this manner, we can do our part toward making even more sweeping strides for our industry, and thus justify our contention that we are an integral portion of it. If we, as well as others, remember to support our industry in this way throughout the remainder of 1951, and until July of 1952, our celebration this next year can be one to capture the imaginations of the nation, as we have never been able to do so before.

"I urge you, therefore, to bend every effort, one and all, toward constructively building interest in our industry throughout these coming twelve months.

"Cordially,
"Cosimo A. Cutri
"President."

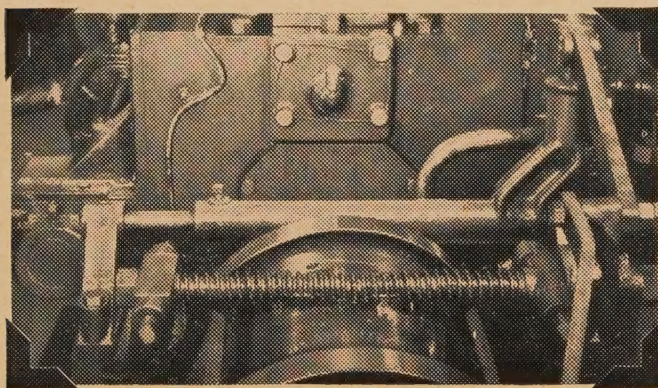
STANDARD ENGINEER'S REPORT

LUBRICANT	DATA <i>RPM Gear Lubricant (comp.)</i>
UNIT	<i>Fishing boat "Josie Lena" - 52'</i> <i>60 H.P. Atlas Diesel engine</i>
PART	<i>Reverse gear - self-lubricated</i>
CONDITIONS	<i>Fish high seas - Albacore + shark</i> <i>off California + Mexico Coasts</i>
OWNER	<i>Joseph Piazza - San Francisco</i>

No transmission gear expense in 10 years of work!



IN FOUL AND FAIR WEATHER, the Josie Lena has fished in the Pacific for 10 years. She makes regular trips around the windy Santa Barbara Islands and in the path of tropical storms down the Mexico coast.

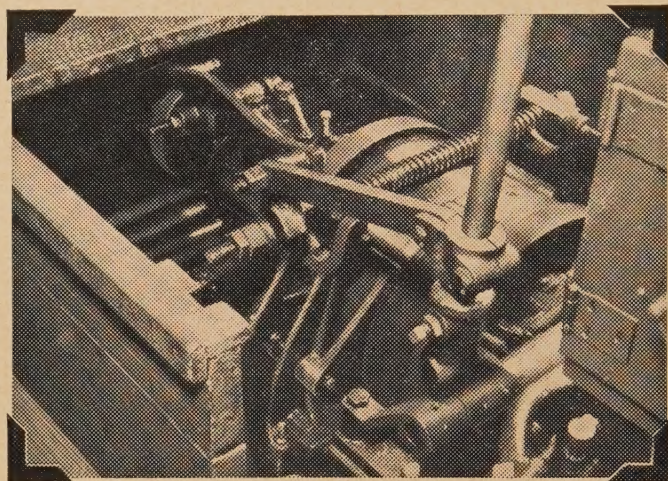


"OUR GEAR UNIT HAS GIVEN US NO TROUBLE," says Mr. Piazza, owner. "After 7 years of use we opened it up to check the cooling system. The gears were in perfect condition, so we put them all back in."

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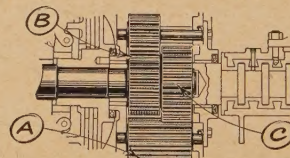


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PAN-AMERICAN *fisherman*

NEWSmagazine of PAN-AMERICAN FISHERIES
combined with the magazine TUNAfisherman

MAIN OFFICE
205 Broadway Pier Bldg.
San Diego 1, Calif — Phone F-7328

A Journal Published Monthly
Serving the Pan-American Fisheries
A Marine Press Publication

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Publisher.....John T. McInnis
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Volume 6 Number 1

TABLE OF CONTENTS

EDITORIAL	3
THE GLOBE	6
LAUNCHING	7
EBB'N FLOW	8
ENTERPRISE	9
GOLDEN JUBILEE	10
INDUSTRY	12
PROGRESS & PRODUCTION	14
CROW'S NEST	15
BACKWASH	19
FAIR WINDS	22

COVER

The Most Rev. Charles Francis Buddy, Bishop of the San Diego Diocese, shown blessing the Far Famed, one of hundreds of giant tuna clipper fishing out of San Diego. Bishop Buddy, following ceremonies that officially opened the city's three new piers, proceeded to bless vessels tied along the new piers.

CONTRIBUTING EDITORS

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FOREIGN BUREAUS

Honolulu, T. H.; Anchorage, Alaska; Sydney, Australia; Mexico City; Lima, Peru; Balboa, Canal Zone; Capetown, S. Africa; Tokyo; Ensenada, Mexico; Tijuana, Mexico.

DOMESTIC BUREAUS

Portland Oregon; Seattle, Washington; Coos Bay, Oregon; San Francisco, Los Angeles, San Pedro, San Diego, Monterey, California; Aberdeen, Washington; New York City, Washington, D. C.; Boston, Massachusetts.

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ABOUT THIS ISSUE:

THE bands have stopped marching; the flags no longer flutter along the embarcadero; the Navy has taken up its daily routine of saluting and sailing; the Mayor, John D. Butler, once again is resuming his busy duties as the first man of the city; the debris has been swept up and carted away; and, last but not least, the people of San Diego are back to their hurrying and scurrying ways, rushing to work, dragging themselves home, and visiting friends. Needless to say, the Harbor Days and Golden Jubilee of Tuna celebration is over, and the salt has settled.

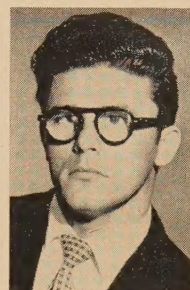
But, though City, County, State and Government officials have gone to their desks or planes and taken up where they left off, the Golden Jubilee will not soon be forgotten by San Diego or the thousands of visitors that traveled to this city.

Without a doubt, the gala three-day celebration was a wonderful and tremendous success. The thousands of people who aided in putting the gigantic civic spectacle over the top have every right to brag about it, for it was the first celebration of its kind ever staged in this warm Southern California city, and, although a long time in coming, was nevertheless heartily welcomed and enjoyed by San Diegans.

Many thanks to the Harbor Department, Navy, Marines, Army, Air Force, Mayor's Office, Junior Chamber of Commerce, radio stations, newspapers, news bureaus, canneries, fishermen, and all the other groups and individuals who helped in making the Jubilee such a terrific success. Perhaps more celebrations of this type would help to make San Diego realize the importance of the many large and small industries active in this community.

A special note of gratitude and thanks to The Most Rev. Charles Francis Buddy, Bishop of the San Diego Diocese, who blessed the

tuna fleet and the three new piers now gracing our beautiful harbor. Also, a note of thanks and appreciation to Rev. Fr. Daniel O'Donoghue, who acted as port chaplain during the entire celebration.



One of the finest acts in the huge harbor show was the part handled by the United States Coast Guard. Capt. Donald B. MacDiarmid's men received a tremendous round of applause and cheers for the first-rate air-sea rescue demonstrations they enacted in the middle of the bay.

Next year's Harbor Days celebration will probably be greater than this year's, but it will lack that "first time" tingle. A story about the entire Golden Jubilee celebration can be found on page 10.

The little guy in San Diego's huge commercial fishing fleet, namely the small boat owner, has always found it difficult to obtain suitable docking facilities for his lighter vessel because everything built in the bay is in line with the big clipper's needs.

However, those days are over, for a couple of guys named Dale Watts and "Chick" Rollins who have entered from the side of the bay, so to speak, and have constructed a neat little gold mine all their own, which they have named The Anchorage, Ltd.

Anchorage, Ltd., caters to the so-called little guy, and Dale and Chick are mighty proud of their new organization, which is situated along Harbor Drive right next door to the Harbor Boat and Yacht Company. They have worked long and hard for their present business, and they were former fishermen, which adds a touch of experience savvy to the administrative reigns and directorship.

Rollins is an ex-United States Coast Guard Chief Bosun's Mate. Answering to 33 years of age, Chick has done something for San Diego that few others bothered to attempt.



The GLOBE

An International News
File compiled by
FOREIGN BUREAU
of
Marine Press Association

Sweden.—Sweden reduced its rate of duty on canned salmon from 75 krona to 50 krona per 100 kilograms in negotiations with Canada. Since both Canada and the United States have signed the Protocol, this rate is scheduled to become effective July 7, and will apply equally to canned salmon from either of these countries. Sweden also bound free its rate on salted, sweetened or smoked cod roe in barrels.

Czechoslovakia.—Czechoslovakia granted a reduced rate of 400 Kcs. per 100 kilograms on herring, mackerel, sprats, and tunny fish, in tomato sauce, preserved in tins, bottles, and similar containers, hermetically sealed. According to the Section, this will have little effect on the domestic industry since there is a minimum of trade in fishery products with Czechoslovakia.

Morocco.—Approximately ten of the leading Moroccan sardine canneries have united to form the French and Moroccan Food Corporation (a Shereefian Corporation) and, through the agency of this corporation, to engage in an intensive campaign to promote the sale of Moroccan sardines in the United States and Canada. The project is the culmination of several months of preliminary investigations, which included an on-the-spot study of the United States-Canadian markets, and it is being actively encouraged by the Protectorate Government, particularly through its export promotion agency, Office Cherifien de Controle et d'Expertation. The French and Moroccan Food Corporation plans to establish a branch office in New York and, perhaps, in Montreal and will have warehouses in both cities. These branch offices will act as importers in the United States and Canada so that the corporation will sell directly to American and Canadian jobbers and large wholesalers, a June 5 American consular dispatch from Casablanca points out. It hopes to dispose of 75,000 cases of sardines during the current season. The corporation will concentrate on one brand of sardines only, and plans to ship only first quality sardines. For the first year, at least, only a part of the sardines shipped will be skinless and boneless, but it is hoped to increase the proportion of this type as rapidly as possible. Both the plain and the skinless and boneless sardines will be packed in pure olive oil, however, and will be shipped in Norwegian-type cans, with individual key attached, and covered with paper wrapping.

South Africa.—The expansion of South African fish oil and meal firms has been curtailed pending the determination of pilchard and "maasbanker" (menhaden) resources off the west coast of South Africa, a May 10 American consular dispatch from Cape Town reports. Within the commercial fishing areas, preliminary findings show that plankton was abundant inshore, but relatively poor in composition offshore, according to the first progress report of the Union of South Africa's Division of Fisheries. This feed supply for maturing pilchards in the St. Helena Bay area was more than adequate. Adult fish were found to subsist almost exclusively on a phytoplanktonic diet and the commercially

exploited pilchard population was principally composed of fish between two and four years of age. No specific season breeding areas have yet been established. The St. Helena Bay area, the center of South African commercial fishing, contains all the environmental factors favorable for final conditioning for breeding. Final pilchard schools enter the area in October and depart in November for the spawning grounds. They re-enter the area in March or April for pre-spawning conditioning. From late August until departure in November, a progressive recession in oil-content and increasing flabbiness of the flesh is experienced. Preliminary findings contained in this report suggest that a more intensive exploration of pilchard resources could be practiced without depleting resources. The Division of Fisheries is reluctant to permit an easing of restrictions until completion of its research program. For the moment at least, the pilchard fishing industry is inclined to support the restrictive measures recommended by the division.

Canada.—The Board of Transport Commissioners for Canada has granted the application of the express companies for higher tariffs on the movement of fish. Order No. 76618 of May 19, 1951, rescinded Order No. 71997 dated Feb. 12, 1949, which had suspended the proposed increased tariff pending a hearing. The hearing took place March 27 to 31 of this year and the Fisheries Council, in conjunction with the Maritime Transportation Commission, opposed the increases.

Norway.—The entire English fishing industry is awaiting the results of the recent arrests of the Grimsby trawler 'Churchill' and the Hull trawler 'Lord Frazer' by Norwegian patrol vessels. Captain Aamodt, Commander of the Fisheries Patrol, declared that the 'Churchill' was illegally fishing inside Norwegian territorial waters off Berlevaag, North Norway. Skipper Norman Rogers denies this charge. It has also been claimed by the officers of the Norwegian frigate 'Andenes' that the 'Lord Frazer' was fishing only 2½ miles off the coast. Her skipper, Harold Enevoldson, also denied this and stated that he was 4 miles out. He has refused to pay a fine. The day after the arrest the 'Churchill' slipped her moorings and put to sea. The Norwegian airforce was alerted and police and naval vessels from Tromsø pursued her. The chase lasted just over an hour and the 'Churchill,' overtaken, was brought back to Tromsø and an armed guard was put aboard her. She is now in Vardoe with a prize crew on board. Commenting on the matter, Skipper W. Oliver, Secretary of Hull Trawler Officers Guild, stated that apart from the Norwegians, who claim a 4 mile territorial waters limit, all other nations so far keep to a 3 mile limit, although Iceland is contemplating segregating a part of her coastline in the same way as Norway has done. Britain has already lodged with the International Court at the Hague her case in the dispute between Norway and Britain on where exactly territorial waters in the Norwegian areas begin.

CONTE BIANCO

Launched at National Steel

ALL-STEEL TUNA CLIPPER JOINS FLEET AS GOLDEN JUBILEE CROWD HEARS MAYOR AND OTHER CIVIC LEADERS MAKE SHORT SPEECHES



CROWD estimated at more than 1000 persons invaded the ways of the National Steel and Shipbuilding Corporation, Harbor Drive and 28th street, on July 21, to witness the launching of the *Conte Bianco*, a 127-foot, all-steel addition to San Diego's huge fishing fleet.

The *Conte Bianco*, designed and built by the National Steel and Shipbuilding Corp. for Andrea Castagnola and Associates, was christened and sent down the ways by Miss Marie Trevisani, the beautiful granddaughter of the vessel's owner, at precisely 2:35 p.m. amid the cheers of onlookers and the blasting of whistles from fishing boats in the bay.

Prior to the spray of champagne across the boat's sleek bow, there were several dignitaries who commended the fine work and achievement by the vessel's owner, and the excellent job accomplished by the builders. Among

those speaking at the ceremonies was George A. Dew, General Manager of the National Steel & Shipbuilding Corporation; Dr. Wilbert M. Chapman, Director of Research, American Tunaboat Association; Harold F. Cary, General Manager, American Tunaboat Association; Frank A. Gibson, Chairman, Board of Supervisors, County of San Diego; John Bate, Port Director, City of San Diego; Henry Olsen, Fleet Manager, Van Camp Sea Food Company, Inc.; John D. Butler, Mayor, City of San Diego; Laurie Massa, Captain, *Conte Bianco*. Miss Annette Massa served as Maid of Honor to Miss Trevisani.

Mayor Butler, in commenting on the ship's completion, said, "A new queen of the tuna fleet is taking the throne today." The vessel, which cost \$425,000 to build, will fish for the Van Camp Sea Food Company, and will carry a crew of 15 men.

The launching was part of the myriad events that took place during the Harbor Days and Golden Jubilee of Tuna celebration on July 20, 21 and 22. One of the feature events of the day, the *Conte Bianco*, resplendent in a white coat of paint with green stripings, squatted high above the guests and spectators as ceremonies proceeded in perfect order. A warm sun seemed to effect an almost patriarchal dignity about the vessel, and well-wishers all agreed that she had an excellent send-off.

Brief specifications of the *Conte Bianco*:

Over-all length, 127'6"; molded beam, 30'6"; molded depth, 14'6"; molded height to raised deck, 21'10"; total fish capacity, 300 tons; total fuel oil capacity, 50,000 gallons; cruising range, 12,000 miles (approximate); fresh water capacity, 4,200 gallons; lubricating oil capacity, 1,300 gallons.

Main engine: Enterprise DMG 38 Diesel, single acting, direct reversible, 4-stroke cycle, 12" by 15" 400 RPM, supercharged to provide 800 BHP.

Auxiliary generating engines: Murphy 6-cylinder Diesels, 133 KW, 220 volts, 3 phase, AC generators, direct-connected, 4-stroke cycle, 1200 RPM non-reversible, 200 BHP.

Hull: The *Conte Bianco* features an electric arc-welded steel hull, with a raked stem and a modified tuna vessel stern. Shell plating is 5/16" steel. Floors are constructed of 5/16" steel plate wherever floors are oil tight. Other floors are 1/4" plate. A 5/16" center vertical keel is provided.

The new vessel will leave for fishing banks in South America in two weeks. The *Conte Bianco* is one of thirteen new tuna clippers that have been built and launched in San Diego this year.



MAYOR JOHN D. BUTLER speaks to large crowd during pre-launching ceremonies of new clipper, *Conte Bianco*.



ANDREA CASTAGNOLA'S sleek new fishing vessel rests in water after slipping down the ways at National Steel.

ELECTIONS

OBJECTIONS

PERFECTIONS

FORMOSA SUBMITS REQUEST

ECA Approached for Funds

Washington, D. C., July 13—(MPA)
—A short time ago ECA received from Formosa a request for funds to purchase canned fish from the United States. Since that time Formosa has expressed an interest in cured fish. An authorization of \$700,000 has now been approved by ECA for the procurement of cured, dried or salted fish from Japan.

CANNED SALMON RECOGNIZED

Gets Into "Act"

Oakland, Calif., July 17—(MPA)—
The question of where canned salmon fits into the Renegotiation Act of 1951 has been interpreted by the U. S. Army's Oakland Quartermaster Procurement Agency. In a letter to Defence Fisheries Administration, F. E. McGuire, Chief of the Oakland Legal Offices, ruled that "Salmon as fish is defined as an agricultural commodity within the terms of this exemption. However, canned salmon is not the first form or state in which this commodity is customarily sold or has an established market. Raw or fresh salmon has an established retail market. Therefore, the exemption set forth in Section 106(2) of the Act does not apply to contracts for the purchase of canned salmon, such contracts being subject to the Renegotiation Act of 1951."

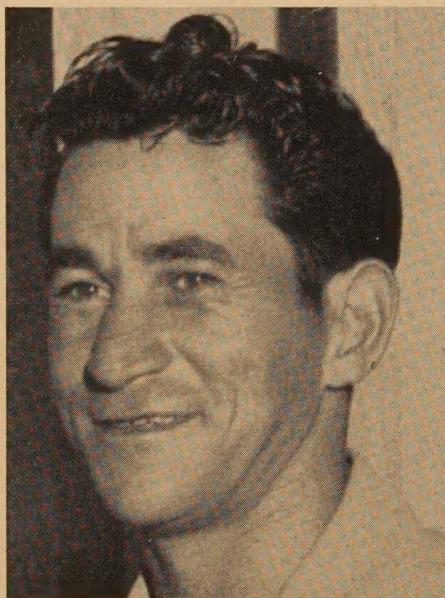
The request for the interpretation resulted from the meeting of the canned salmon industry advisory committee in Seattle on May 15, since there was some question of the applicability of the Renegotiation Act to defense departments' contracts for canned salmon, particularly with respect to red salmon and pink salmon—two varieties which do not go to the fresh market.

EVELYN R BACK IN PORT

Boasts Full Catch

San Diego, Calif., July 17—(MPA)
—Displaying a broom on her mast and a smiling crew and captain on her decks, the beautiful tuna clipper, *Evelyn R*, sailed into port with a full load of tuna on the night of July 16, and docked along the Embarcadero.

Her Captain, Manuel Rodrigues, re-



MANUEL RODRIGUES

ported that the vessel had been fishing for 69 days in Costa Rican waters. "The fishing was pretty good," Capt. Rodrigues stated, "and we want to leave next Monday (July 23) in order to bring back a second full load."

The *Evelyn R* was recently on the ways at the Long Beach Marine Repair yard for reconversion and overhaul work.

Capt. Rodrigues took the boat to the California Marine Curing & Packing Company, Terminal Island, to unload the catch. The *Evelyn R*, was formerly the *Northwestern*, and was built in Tacoma, Washington, in 1930-31 by Fred Ostrom. The boat is insured by the Cutri Insurance Agency.

TOO MUCH FISH!

Not Enough Buyers!

San Diego, Calif., July 24—(MPA)
—Once upon a time there was a shortage of tuna fish in San Diego, California's canneries, brought on because of a strike among boat engineers and fishermen. Then the strike was settled, and every cannery in the sunny *Heaven on Earth* metropolis implored their now satisfied minions to bring them all the fish they could possibly catch and as soon as they could possibly get it back in port.

The fishermen and engineers, anxious to get back to sea and their work, complied with the request and outdid themselves in gorging their holds with fish and driving their sea craft in a merciless manner. Soon, the canneries began to take less fish and lowered the prices of same. This, of course, had an effect on the fishermen similar to that of a mule's kick on the hind quarters of an unsuspecting victim. They had helped the canneries get back into high gear by rushing to sea and back again, and now, one cannery refuses to buy any fish at all, and another is in the throes of a strike, while the remainder of the canneries are taking their time in accepting catches, since they now have more than enough to satisfy immediate sales demands and storage capacities.

In the meantime, dozens of boats, the majority of which are huge tuna clip-

(Continued on page 18)



"CHICK" ROLLINS

The Anchorage, Ltd.

By
STUART ALTON

WHEN you are walking through a beautiful and shaded forest, and you're gazing with fascination upon God's handiwork towering above you for several hundred feet, you rarely notice the smaller things scattered about the area and that form a soft and clean looking carpet for the forest floor. You seldom look twice at the small acorn that, in decades to come, will, as you already know, be Mother Nature's silent and unequalled reply to Man's heavy, colorless million-dollar skyscrapers. While Man spends millions to construct what he considers the essence of accomplishment and design in architectural engineering, Ol' Mom Nature quietly covers over a small acorn with some dirt, occasionally sprinkles the amazing vegetable matter with rain, and, in addition, beams her friendly smiles of sunshine on the acorn nestled just beneath the surface of the forest floor. And, lo! with no outlay of cash, sweat, blood or anxiety, a giant tree pushes heavenward in a relentless and patient manner in return for the gifts of life showered upon it, and, eventually, measures many feet in girth and height.

Now, if you are as human as the next person, you'll soon grow weary of looking at the same building every day for ten, twenty, or even thirty years. But, where is the man who would ever grow tired of gazing in a state of wonderment and awe at a giant pine tree! As mentioned before, he would never look twice at the original seed which blossomed into the majestic monarch of the forest now standing before him, but he would find it difficult to tear his eyes away from the tree.

So it is with many important factors in this age of confusion and modernization. The advent to the American household of automatic toasters, pushbutton cooking stoves, mechanical dishwashers, floor cleaners, television, and the amazing garbage disposal unit that can easily be installed in *Madam's* kitchen sink, has dulled the instinct of personal ambition and motive to a point of incredible intolerance.

An excellent example of this habit of overlooking the small but important factors in this day and age is brazenly evident in the sunny city of San Diego, California. It is with some amount of annoyance and chagrin that this magazine has been, in part, an ally of that disturbing habit. Everyone in San Diego

of course, knows practically every big tuna clipper operating in and around San Diego's humming harbor. But, how many of those same people know of the smaller jig boats that comprise the major part of the city's fishing industry? Very few, that's for sure!

Now, happily, there has appeared on the scene of this turbulent situation two champions to the small boat owners and fishermen. They have long fought for the little man in the fleet, and finally have the wherewithal and the space to do something about it. Their names are by no means strange or unfamiliar to the marine industry, since they've been circulating in busy waterfront activities for a long time. The gentlemen referred

(Continued on page 15)



Some of the 110 piers available at Anchorage, Ltd., for small boat owners in San Diego's tremendous commercial fishing fleet. The piers will handle craft up to 85 feet long.

THE GOLDEN JUBILEE STORY

By

ROBERT W. MCGRAW



Mayor John D. Butler and Col. James M. Smith relax prior to review of three battalions of Marines at the Marine Corp Recruit Depot during Golden Jubilee celebration.

THE greatest civic celebration ever staged in San Diego, California took place on July 20, 21 and 22, and the tremendous success of the *Harbor Days and Golden Jubilee of Tuna* has prompted this year's directors and sponsor to begin plans for a similar event in 1952, with the idea of making it an annual Harbor Days celebration.

Crowds of participants and onlookers were plentiful at this year's unveiling of the event sponsored by the Junior Chamber of Commerce. More than 100,000 persons viewed the many scheduled events held in the harbor and along the colorful *Embarcadero*. Thousands jammed piers, boats, automobiles and buildings to witness dozens of performances by outstanding members of the United States Coast Guard, Marine Corps, Army, and Navy. Thousands more par-

ticipated in a street dance held in front of the beautiful Civic Center Building on Harbor Drive. And, as an added incentive towards publicizing the product, 100,000 tuna sandwiches were distributed free of charge among the crowds. Needless to say, whether it was because the sandwiches were tasty or because they were free, there were none left at distributing counters long before the third day's activities.

A brilliant display of pyrotechnics was loosed in the middle of the harbor on Saturday night, and, along with dozens of huge Navy sea vessels and shore station search lights shooting their glaring beams into the sky, produced a wonderful show for the throngs assembled along the waterfront. In addition to the fireworks and lights there were dozens of torch-bearing water skiers whizzing around the harbor in



Bishop Charles Francis Buddy blesses San Diego's three new piers.

weird designs, and more than a hundred tuna clippers and fishing boats parading down the center of the water lane with all their lights blazing to create a veritable fairway of twinkling lights and gaiety.

The thousands of out-of-towners who made their way to San Diego to see the great *Harbor Days and Golden Jubilee of Tuna* celebration didn't go away disappointed. Their thirst for entertainment of a diversified nature was sated to the brim with dozens of events that were reeled off with clock like regularity. From the opening event, which was a review of three battalions of Marines at the Marine Corp Recruit Depot on Friday, July 20, at 3 p. m., to the final event, awarding of trophies to sail and power boat skippers, there weren't too many instances when the harbor or waterfront was at a standstill.

San Diego's canneries threw open their doors and welcomed visitors inside their plants. Many people visiting San Diego took advantage of this invitation on the part of cannery officials and thereby gained a first hand knowledge of the actual operations of a huge cannery. Shipyards and yacht clubs also invited Mr. and Mrs. Public to look over their sites, an invitation that did not go unheeded. Other civilian and military industries and installations open to the public were the aircraft plants, Coast Guard Station, Naval vessels, fishing clippers in the commercial fleet, and several Navy buildings along the waterfront.

The majority of San Diego's leading civic and military dignitaries and leaders performed in official capacities during the three-day celebration. The city's new Mayor, John D. Butler, spoke to a crowd of 1,000 people at the National Steel and Shipbuilding Corporation

prior to the launching of the magnificent new tuna clipper, *Conte Bianco*, built for Andrea Castagnola and Associates. Other dignitaries who made commendable comments on the ship's construction and owner were Dr. W. M. Chapman, of the American Tunaboat Association; Frank A. Gibson, chairman of the County Board of Supervisors; George A. Dew, General Manager of National Steel and Shipbuilding Corporation; San Diego Port Director, John Bate, and Van Camp Sea Food Company's fleet manager, Henry Olsen. The vessel, which cost more than \$400,000 to design and build, will embark upon its maiden voyage the latter part of this month, and will be skippered by Capt. Laurie Massa. The vessel has a 300-ton capacity, will carry a 15-man crew, and possesses a cruising range of 12,000 miles. The boat slid down the ways at 2:35 p. m., Saturday, July 21, following christening ceremonies. Miss Marie Trevisani, granddaughter of the clipper's owner, did the honors of breaking the traditional bottle of champagne across the bow of the 127-foot, all-steel vessel.

Earlier in the day, a parade of boats, brightly dressed marchers, and bands proceeded down Broadway as thousands lined the sidewalks. A number of small

pleasure craft, mounted on trucks, was in the line of march, and several bands supplied the music for the gala procession.

The highlight of the entire celebration was the annual Blessing of the Commercial Fleet at 12 o'clock Sunday by the Most Rev. Charles Francis Buddy, Bishop of the San Diego Diocese. Introduced by Rev. Fr. Daniel O'Donoghue, who acted as port chaplain for the ceremonies, Bishop Buddy, resplendent in the purple robes of his high religious office, addressed a huge throng from a specially constructed platform that was facing the first of three new piers. He paid tribute to the religious faith and endurance of the thousands of fishermen operating the world's largest fishing fleet, and asked them to continue to "lift up your hearts to heaven for divine aid in your endeavors to thank God for your past blessings." Following his speech, Bishop Buddy then prayed for His continued blessings and guidance to the fleet as the crowd, numbering thousands, stood silent with heads bowed and prayed with the famous church dignitary. Bishop Buddy then walked onto the new pier, which was opened formally by a tape-cutting ceremony by the Tuna Jubilee Queen, Mary

(Continued on page 17)



Mary Delores Virissimo, center, is shown cutting ribbon that officially open San Diego's new piers. The Tuna Jubilee Queen cut the ribbon following religious ceremonies directed by The Most Rev. Charles Francis Buddy, who blessed the fleet and three new piers.

Occidentally Yours

By
FRANK EVANS

WHILE PRICES ARE SOARING HIGHER AND HIGHER, AN INSURANCE COMPANY IN SAN DIEGO IS BATTLING FOR LOWER PREMIUM RATES FOR FISHERMEN.

THERE'S no denying that fishing for a living is a dangerous business, and any fisherman, including the more modest individuals, will concur with this statement of fact.

Always, the imminent danger of being caught on the end of a huge fish hook presents a difficult problem to a fisherman, for he is forced, out of an innate desire to remain unscarred or unmaimed, to keep one eye on what he is doing and another eye on his nearby associates when fishing in the midst of a thick school of tuna. And, in that way, he keeps both eyes in his head, for there is always the possibility of a fishing pole line going astray even while in the hands of an expert, and the big hooks can reap a bloody human harvest in a matter of a few seconds. Of course, this is one of the minor occupational hazards encountered by fishermen when they take to their boats and sail out to sea. There are far more dangerous problems and situations to cope with on a fishing boat.

There is necessary but dangerous machinery aboard every boat, including the giant tuna clippers and the smaller jig boats. A misstep, an unwary moment of relaxation, or a foolish attempt to complete a dangerous job aboard ship in a rapid and haphazard manner while working around or with the constantly active machinery sometimes results in injuries that eventually cripple—or kill.

However, the hardy and robust fishermen operating the hundreds of fishing boats in San Diego, California's world famous harbor are old hands at literally brushing elbows with death, and dangers associated thereto. The majority of them have at one time or

another experienced frightening adventures while sailing the Seven Seas of the world; some have come near to drowning; others have actually fought man-eating sharks after falling overboard; many boats and men have been lost on a rough and fog-shrouded sea; men have stood and watched as their craft slammed into a reef, out of control, or have vivid memories of the terrible sound of screaming metal and splintering wood as a boat ripped over jagged rocks planted just below the surface of the water in uncharted seas. Many unfortunate fishermen have died in accidents such as those already mentioned, while others have perished in such marine catastrophies as fires, sinkings, collisions and explosions.

Now, all this danger in one occupation had, for some time presented a perplexing problem to boat owners and Captains within the commercial fleet. How to get men to sign aboard and go to sea with a tuna clipper? There was but one solution, and that was to make it worth while, monetarily speaking, for the man signing on as a crew member. But, long before the owners and Captains got around to actually doing something about the problem a smart, quick-thinking company came along, took in at a glance the situation confronting the individuals in the fishing industry, and came up with a solution: sell life insurance to each man at a reasonable premium rate, thus insuring his family of a means of immediate solvency in the event he is killed at sea while fishing.

This idea appealed to the fishermen, who, although brave men, nevertheless disliked the thought of possibly perishing at sea and not leaving their families a reasonable degree of monetary support. They liked the company's approach and solution to the situation and soon were showing a great deal of interest in the insurance firm's proposal.

LET it be understood here and now that the Occidental Life Insurance Company, of California, entered into the waterfront insurance picture not as a young boy leaping joyously into a clean, clear pool of cool water in the middle of a hot summer day, but, rather, as a lion tamer who exercises every bit of hard earned experience and instinctive caution when entering a cage full of jungle kings who hold not the slightest bit of awe for him. In order to create the most liberal type of policy available to the fishermen an extensive survey was pushed into action by the Occidental Life Insurance Company's office in



Fishermen know a good thing when they see one.

San Diego, which is under the manager-ship of George Stannard.

Stannard, along with his assistant, Ed Chilton, who has sold more than \$1,500,000 worth of life insurance, canvassed the entire fishing industry, for it was thought for sometime after the company began selling insurance to the fleet that the present occupational rate of \$5.00 per thousand for fishermen was out of line with the amount of dangers in evidence, and that the \$2.50 per thousand rate for officers, engineers and cooks was also unreasonable, for the same reason.

Boat owners, Captains, fishermen, the Fishermen's Union, the Tuna Boat Association, United States Coast Guard, and the Department of Fish and Game were contacted, and a thorough inspection of fishing craft was undertaken to get an exact idea of what kind of life the fishermen led while at sea, and the dangers therein. What they expected to find aboard the clippers and smaller craft will never be known, but, as some fisherman humorously related, "Their eyes fairly bugged out of their heads when they saw the modern, shipshape condition of all the machinery and fishing equipment aboard." It was discovered that the crew quarters were comparable to any comfortable bedroom in a home; that there was a first class lavatory, complete with shower; the men ate in a galley fit for the old blue-nose clique in Boston, Mass, with running water and a stove that would send the fussiest cook into ebullient ecstasy; meats, vegetables and fruits were neatly packed into two huge cold storage lockers; and, upon further investigation on the part of the inquisitive insurance man, a first aid kit, completely supplied with every imaginable medicinal aid that could be administered by a layman, was found on board.

All this factual evidence was of the utmost importance to the men conducting the survey of the marine industry. If they were going to attempt to help the fishermen by lowering the premium rate of their insurance they had to obtain evidence with which to present their case to the home office, which was in Los Angeles, California.

They continued on with the survey, and, as day followed day, and meeting followed meeting with the men in the fleet, the insurance men discovered that the fisherman is one of the most cautious and capable people in the world. They discovered, for instance, that tuna boats head for shelter when a storm is nodding its ugly head above their craft, for tuna will not surface during rough weather. This, of course, proved the fishermen, collectively speaking, didn't take



Occidental's Ed Chilton (left) is shown tendering a new insurance policy to David R. Monise, fisherman and crew member of the *American Beauty* tuna clipper.

dangerous chances with their craft or their lives. In addition, as far as life on board was concerned, the men had the best of everything, including meals, entertainment (library, phonograph, 8 m.m. movies), and sufficient rest.

Perhaps the most convincing piece of evidence the two men found in their crusade for lowering fishermen's insurance rates was the fact that an assessment plan of insurance had been in effect for more than thirty months, and was handled with the cooperation of the Fishermen's Union of San Diego. Representatives reported that 1,900 members of the tuna fleet belonged to the organization, and that during that length of time only one death occurred that could be classified as an occupational hazard. The death was the result of a fisherman becoming entangled in a net and, unable to free himself, drowned.

THEN, too, the fact that the United States Coast Guard was always on hand to aid the fleet was a very impressive factor to the Occidental Life Insurance Company's minions. That illustrious military unit of fame and dependability constantly maintains a vigilance over the doing of the fleet comparable to that of a hen over new-born chicks. The long sea and air arm of the Coast

Guard operates in a maximum area of 1,500 miles south of San Diego. They have been responsible for the rescue of hundreds of men and just as many vessels.

Thus, following their investigation into the actual operation of the fishing fleet, and the subsequent revelations obtained therefrom, the Occidental duo were well armed to present their case to the home office. Their argument: Why does a fisherman have to pay as much on an insurance premium as a man working for the telephone company repairing high-powered electrical lines?

They felt, as a result of the survey, that there should be no differentiation insofar as an occupational hazard is concerned between the crew members or fishermen, and officers, and, additionally, that the rate could be lowered considerably from what they are now charged. Stannard believes that the risk involved in earning a living as a commercial fisherman is no greater than that of a man who drives a truck for a weekly paycheck, and, further, that if a reduction rate was authorized, a considerable amount of insurance could be written among this occupational group.

Their arguments, needless to state.
(Continued on page 17)



Progress & Production

edited by
LAWRENCE LUSITANA

GENE McDONALD, skipper of Zenith Radio Corporation, recently completed an inboard fishing boat that is believed to be fast enough to take him to the fishing grounds in a hurry, but with speeds low enough and quiet enough to allow him to troll and catch them. The new craft, called Endion, is a 20-foot Lyman clinker, square stern, full bilge fishing boat with a 7-foot, 6-inch beam. McDonald personally designed many of the features of the boat, which was built for him by the Lyman Boat Works in Sandusky, Ohio.

McDonald feels that almost all inboard motors, especially those with high speeds, cannot slow down enough for good trolling without slipping the clutch, and that he solved the problem by equipping his new craft with two drives, gasoline and electric. The electric motor was built by the Wincharger Corporation of Sioux City for special high efficiency at low speeds.

To get to the fishing grounds fast, McDonald uses the gasoline engine, which is a 125 h.p. Chrysler Crown Special that drives a 13 by 13 Equipoise wheel made of a special high tensile chrome-plated alloy to prevent the throwing of buckets, and which can be opened up to a top speed of 33 miles per hour. When reaching the fishing ground, McDonald shuts off the gasoline engine and completely disconnects the propeller shaft from the clutch by a specially designed mechanism which allows free rotation of the propeller without any clutch drag. The $\frac{1}{2}$ h.p. electric motor is then started, and set at speeds anywhere from one to four miles per hour. Depending upon the speeds used, the electric motor is said to afford 6 to 12 hours of trolling.

IMPROVEMENTS:

A number of new improvements to the Dillon Low-Range Tester was announced by Robert E. Dillon, Vice-President of the W. C. Dillon & Company, Inc., at 1421 South Circle Avenue, Forest Park, Illinois. The improvements include a 0-300 pound scale which is suitable for testing heavy materials. A vastly improved motor drive, and a solid shaft now connects the speed control to the motor transmission. In addition to the major improvements, they have also made a number of lesser changes in mounting, castings and finish. As now furnished, it reportedly will test such items as cloth, paper, springs, wire, insulation, plastics, fibres and virtually any material that will fall into its 300 pound range.

QUICK DELIVERY:

Roll-Rite press-on tires, designed especially for fork lift trucks, will be delivered out of stock, or within one week of special order, according to C. O. Christensen, President of the Roll-Rite Corporation, 801 Jefferson St., Oakland, California. These tires combine the desirable features of both solid and cushion models. The high crown, cushion type thread is said to give maximum traction without grooving or tread indentation; steer easier, and minimize shock and impact on rough floor surfaces for both truck and load. Pressure molding in heated steel dies under 600,000 pounds pressure produces a dense, close grained tire resistant to cutting, chipping and abrasion. The tire installs easily on all model fork lift trucks, without design or wheel changes. For complete information, write Roll-Rite Corporation, 801 Jefferson street, Oakland, California.

PROMOTION:

It was recently announced that Robert E. Huthsteiner was elected President of Cummins Engine Company, Inc., of Columbus, Indiana, at a recent meeting of the Board of Directors. Huthsteiner, who is third vice president of the Company, has been associated with Cummins for almost ten years, having come to Columbus from Chicago in March, 1942 to be Sales Manager. He was named Controller in 1944 and elected Vice-President in 1946. He was elected a director for the first time in 1947 and also served as Treasurer, General Manager, and then Executive Vice-President during the last two years.

A member of the present Munitions Board Industry Advisory Committee for Internal Combustion Engines, Huthsteiner also served on a similar advisory committee during World War II. His industry activities include active participation in the Internal Combustion Institute, which he served as an officer during 1949 and 1950. Prior to his affiliation with Cummins, he was engaged for many years in sales and contract work in connection with heavy-duty machinery. He later held various sales and management positions with Cia. Nacional de Electricidad, Torreon, Coahuila, Mexico, Pennsylvania Power and Light Company, Allentown, Pa., and Chicago Diesel Engine Division, General Motors Corporation, Chicago. He is registered professional engineer and a graduate of the Massachusetts Institute of Technology, where he received a degree in mechanical engineering in 1925.

INSULATION:

A modern fish storage room lined with 7,000 board feet of fiberglass low-temperature insulation has been completed at Tiedtke's department store and food maker in Toledo. As part of its food operations, Tiedtke's offers a variety of fish and has sold as much as two tons of fish in a single day. One-half of the 15 by 14 by 8 foot fish room will contain frozen fish at zero degree temperature and the remainder will be used to store fresh fish at a temperature of 35 degrees.

In the low temperature installation, fiberglass asphalt enclosed board was applied to ceiling in six inch thicknesses; to walls in the zero degree section, six inches thick; and to walls of the 35 degree area, four inches thick. AE board (floor) was applied to the floor in a thickness of six inches in the zero degree section and four inches in the 35 degree area and covered with three inches of reinforced concrete. The AE and AEF board was dipped in hot asphalt and pressed firmly in place. The first layer was secured by nails and fiber

(Continued on page 28)

Anchorage

(Continued from page 9)

to are Dale Watts, promotor and Director of The Anchorage, Ltd., and his choice to manage the new small craft piers, Charles D. Rollins. The company is situated at 5104 Harbor Drive.

Watts has come up with something that has been needed in San Diego for many, many years. Something, incidentally, that could have been undertaken by the Harbor Department but which has been steadfastly ignored all this time. Watts, to get back to the story, is building a veritable "boat town" for the small craft in the fishing fleet, and the terrific response he's had since the inception of his idea and the construction of two 470-foot floating piers, which are capable of berthing a total of 110 boats 85 feet or under, has been tremendous. His plan, he revealed, is to have an honest-to-goodness home port for the so-called "little guys" of the huge fleet in this locale, and, if his idea works, it will eliminate a great deal of the burden from the present harbor traffic problem.

When The Anchorage, Ltd., is completed according to master plans, there will be the following advantages for those boats that decide to drop lines in one of the many fingers affixed to the piers: a 95-foot fuel station at the entrance to the port; a completely equipped 20-ton ice house and dock; telephone service; water and electric facilities; mail service; gear lockers that can hold as much fishing paraphernalia as is carried aboard a small boat; and, in relation to the fuel station, there will be five brands of fuel available, including three diesel and two gas fuels. The entire layout will cover an area measuring 45,000 square feet, with a 300-foot frontage, which, incidentally, makes it the largest type of docking facilities for small commercial craft in California.

In addition to all the above facilities at The Anchorage, Ltd., there will be a suite of eight offices adjacent to the entrance to the yard. These will house three administration offices, the remainder to be rented to local and national marine industrial organizations for displays and sales work.

This vast project has taken a large hunk of *moola*, (note: for those of you unfamiliar with that word *moola*, a good definition of same can be gained by describing it as the stuff the government is taking more of than what you have) which, with current prices as they are, is no little amount, and a much bigger chunk of patience and, in some instances in this story, fortitude. However, Watts and Rollins have managed, through forced thriftiness and concentration, to

Crow's Nest

By PHIL BERTRAM

THE Hawaiian Island's two major types of commercial tuna fisheries are pole and line live bait surface fishing for oceanic skipjack, and long-line subsurface fishing for tunas and spearfishes. Of these, the pole-and-line "aku" or skipjack fishery is the most important, both as to quantity caught and value received, and in 1947 accounted for about 45 percent of the total fish production of the Territory. This fishery is carried on by about 30 boats of the Japanese sampan type, varying from 27 feet to 92 feet in length which operate in waters immediately adjacent to the main island group. In addition to the skipjack, small yellowfin and big-eyed tuna, which often swim with the larger schools of skipjack, are taken with pole and line. The main fishing season for skipjack is from May through September, with peak production occurring in July.

It can be stated that the abundance of skipjack in the Hawaiian region is sufficient for considerable expansion of the fleet, but if this fishery is to be fully exploited, it can be done economically only by employing boats and fishing techniques which are adapted to local conditions. Rough seas, which often prevail because of strong northeast trade winds, more or less limit the operation of main-land-type tuna clippers during certain periods of the year. Moreover, the fish encountered in this region are characteristically "wild" in behavior, often making it difficult to approach and maintain contact with the schools. For this reason, fast, highly maneuverable boats of moderate size are best suited for the most effective use of chum and the successful landing of a good catch from a school. Purse seining has not yet proved practical in these waters because of sea conditions and the "wildness" of the fish. However, the use of chum might hold the fish long enough to permit successful purse seine operations during periods of calm weather. Another important factor af-

fecting the development of the skipjack fishery is the limited supply of bait available, since livebait fishing is dependent upon a reliable source of bait for its operation.

The most common bait species in the Hawaiian area is a small anchovy, with the local name "nehu" (*Engraulis purpureus*), although small silversides or round herrings, when obtainable, are also used. The "nehu" is a schooling fish that occurs over sand and mud bottoms along the shores of the numerous bays throughout the island.

The main bait centers for the Honolulu fishing fleet are Kaneohe Bay, Ala Wai Canal, and Pearl Harbor, where "nehu" can be taken throughout the entire year. Other bait grounds on the island of Oahu are Kahaluu, Waikane, and Heeia. Maui boats obtain bait at Kihei and Kahului. Hilo Bay, Kawaihae, and Kalihi on the Island of Hawaii provide baiting grounds for boats operating in the waters surrounding the "big island." On the island of Kauai, Nawiliwili Bay, Port Allen, and Hanalei are the chief bait grounds, while on Molokai, the bulk of the bait is taken from Kaunakakai. Other less important bait grounds, which, at present, are not being utilized by the skipjack fleet, and which may add considerably to the available bait supply include: Maalaea Bay and Hana Bay, Maui; the small bays and coves along the windward coast of Hawaii; Kiholo Bay on the Kona coast of Hawaii; and several small bays along the northern coast of Molokai. How well the bait stock in these areas would hold up if heavily fished is not known.

Catches landed by the long-line fishery comprise an important part of the tuna production of the Territory. Although little is known concerning the migrations and habitat preferences of the large pelagic tunas and spearfishes, long-line fishing for these fishes is conducted throughout the year in the deeper waters 2 to 20 miles from shore.



acquire both these necessary attributes, and their project is fast becoming a reality on San Diego's vast waterfront.

Rollins, who is 33 years old, was born in Gloucester, Virginia, in 1918. He came to San Diego in 1944, and has been a fisherman for more than eight years. The last boat he ran was the *Miyako*, a bait boat. Prior to his migration to San Diego Rollins served four years in the United States Coast Guard, and upon his discharge from the famed vigilants of our coast lines, held the rank of Chief Bosun's Mate.

Of course, the fishing port for small commercial craft isn't the sole source of income for The Anchorage, Ltd. Watts and Rollins have, in addition to that, a pretty busy schedule set up for themselves and Don Clark, their *aide-de-camp*

and former Balboa, California resident and boat broker. Anchorage, Ltd. will also be available as a center for marine insurance, and marine and boat brokerage. The big problem now, of course, is to get the entire project built and completed so the "little guys" can get some of the topnotch service their larger brothers have been receiving for these many years.

Rollins is more than capable of managing the task. His background as a fish-



erman substantiates his claim of knowing how and where and when and what to serve small fishing craft skippers, and his education at the University of Virginia more than lends an added touch of intelligence and book-savvy to the job.

Watts' knowledge of marine works is bolstered by the fact that he designed

and patented a new type of pier float that is currently selling like hotcakes, both locally and nationally. For instance, the Balboa Yacht Club in Balboa, California recently purchased 100 of the floats, and several large boat-building firms in San Diego and Coronado are in line to receive the next batch of floats that come into The Anchorage, Ltd. yard.

Things are beginning to look up in the beautiful and big harbor of San Diego, California. Perhaps now that The Anchorage, Ltd., under the combined guidance and hard drive of Dale Watts and Chick Rollins, will be able to facilitate docking space for more than 100 craft, and, secondly the fact that three new piers all over 400 feet long, have been built and almost completed by the City Harbor Department, maybe the congested and somewhat misplaced marine traffic in the harbor of the "Heaven on Earth" city might finally be partly cleared up.

Rollins, having worked on small boats for many years, knows the problems besetting a skipper when he attempts to tie up to a pier that towers over his craft. The vessel receives a pretty bad bruising, and extensive damages to gear and hull or mast is incurred when rough water tosses their craft around like a cork bobbing in water. Furthermore, the process of loading and unloading supplies and gear is a back breaking job because of the difficult access to boat or pier, and, in the past, has been responsible for many injuries to fishermen and skippers. That, however, will be eliminated when docking at Dale Watts' Anchorage, Ltd., piers.

For one thing, the pier fingers rise out of the water no more than two or three feet at any time, thus eliminating the hazard of leaping up or down and possibly incurring injuries. As for the loading and unloading of supplies and gear, that problem has been solved with a capital "S" by the new firm on Harbor Drive. There will be a huge swinging crane installed atop the 20-ton ice house at the entrance to the pier fingers. The crane will be available to every and any skipper who wishes to use it for loading his boat with heavy supplies.

So, all small commercial boat owners and fishermen, your day is coming soon. No one realizes more than Watts and Rollins the fact that there are 227 tuna clippers in San Diego, and that there is more than *four times* that number of small craft in the local fishing industry. And, though many persons have discussed the idea of doing something to eliminate the Hollywood-and-Vine traffic jam in the middle of San Diego Harbor, they are the first to actually do something about it!

Anton Despol

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Jubilee Story

(Continued from page 11)

Delores Virissimo. The Bishop then proceeded to individually bless eight tuna clippers tied up along the pier he previously dedicated. The vessels held open house following the formal ceremony.

Considered one of the outstanding acts in the huge marine show was the part the United States Coast Guard played. The famed sea rescuers put on a terrific exhibition of air-sea rescue operations and received a hearty ovation from onlookers lining the waterfront. The first event the Coast Guard staged was the rescue procedure of two men from the harbor after they were "forced" to abandon their small yacht, the "*Gottasink*," which caught fire. Both men, Fred Rix and John Cullers, are in the Coast Guard. The boat, incidentally, was constructed by Coast Guardsmen at the Air Station, and was made of nothing more than pontoon rafts with a super-structure of wood covered with tar paper. Prior to rescuing the two men, a lumbering PBM Flying Boat swooped over the "helpless" men and dropped a life raft, then the plane landed gracefully on the water and picked up the men. In climbing back into the ozone, the PBM put its *jato* demonstration of rocket power into action, and zoomed heavenward at a 30-degree angle.

One of the most breath-taking exhibitions of water skiing ever seen in California was staged along Harbor Drive on Sunday afternoon. The skier, John Cook, an expert on the slippery slats, was one of the major attractions of the day-long schedule of water sports. A helicopter, piloted by Lt. Com. W. E. Chapline of the U. S. Coast Guard, pulled Cook over the surface of the water at 60 miles an hour. The phenomenal fete of balance and skill was portrayed before more than 10,000 persons, and brought high praise from everyone looking on. It was the first such demonstration on water performed in Southern California. Had the pilot miscalculated one signal from the skier a serious injury might have resulted from the hazardous trick. However, everything went off smoothly, for both men are expert in their respective fields.

Sail and power-boat races gained a great deal of attention from the people lining the sea wall along Harbor Drive. One sensational mishap occurred in mid-afternoon when a jazzed-up power racer attempted to swerve across another boat's wake at a terrific rate of speed. Both occupants of the boat were tossed headlong into the water, and the boat continued to speed on its merry old way

across the bay along with the rest of the racing boats, towards Shelter Island. It soon became apparent to all that the boat was threatening to become a hazard. However, a fast patrol boat that had been traveling along with the racers for just such a purpose took off after the unruly craft and soon had it under control and in tow. The patrol boat then returned to the scene of the accident and picked up the two wet and somewhat disgruntled pilots, Chuck Beatty and Marvin Gilberg, both from Los Angeles. Beatty sustained a broken tooth and Gilberg suffered a painful ankle injury.

While on the subject of power boat racing, a pair of world outboard racing records were set in Sunday's (July 22) American Power Boat Association's 12th region championships. The event, sponsored by the Pacific Power Boat Club of San Diego, was held on Mission Bay. Bob Knapp, of Pasadena, set one of the new marks, and Joe DeSouza, of San Diego, the other.

The big Harbor Drive street dance was a smashing hit with the more than 40,000 people along the waterfront on Saturday night, July 21. A 20-piece orchestra, colored lights, sea breezes, the smell of salt air, and a good humored crowd all helped to make the dance one of the most enjoyable events of the entire Golden Jubilee. A total of 100,000 tuna sandwiches were given away by distribution sheds, and they aided in making the dance a memorable experience for San Diegans and their guests.

So, San Diego, the tuna capitol of the world, has completed its first 50 years of commercial fishing operations, and the events go down in history as one of the most spectacular occasions ever held in celebration of an industry's growth from fishing smacks to half-a-million-dollar tuna clippers; a waterfront that changed from a sandy, almost naked eyesore to one of the leading commercial harbors in America; from a struggling town of less than 15,000 to a boom town of more than 350,000; and, in addition, one of the most powerful Naval Centers in the entire country.

Congratulations must go to the following people for participating in the colorful and history-making *Harbor Days and Golden Jubilee of Tuna* celebration in San Diego: The Board of Directors, composed of Anderson Borthwick, Chairman, Wade Ambrose, DeGraff Austin, John Bate, Maj. Gen. William T. Clement, George A. Dew, Frank A. Gibson, Capt. John A. Kennedy, John Lusitana (*Pan-American Fisherman General Manager*), M. O. Medina, Frank Perry, John Springer, Charles White, Capt. A. E. Anderson, Rear Adm. Wild-

er D. Baker, Tom Bomar, James C. Copley, Frank F. Everson, Graydon Hoffman, Arnold Klaus, Capt. D. B. MacDiarmid, Father Daniel O'Donoghue, James T. Shreve, A. J. Sutherland, Tom Armstrong, Lester Balingier, Mayor John D. Butler, Cosimo Cutri, Harry L. Foster, Alonzo Jessop, Harley E. Knox, Emmett A. McCabe, Lawrence Oliver, C. Arnholt Smith, O. W. Todd, Jr., and Bob Wilson.

Also helping to make the celebration successful was the Executive Committee, composed of Hap Holliday, Chairman, Leon W. Parma, Managing Director, Don Driese, Bob Hale, Bill Low, Ed Terror, Art Eddy, Tom Hearne, Tom Sefton, and Henry Roloff.

The work these men put forth in giving the people of San Diego a top notch celebration was extensive and, sometimes, very difficult. Their efforts, as individuals, probably will go unnoticed by most, but as a group they did a tremendous task and a first rate job.

The three-day festival was the first observance of Harbor Days in more than 10 years, and its popularity was evident by the number of people that participated and attended this year's celebration.

Groundwork for a similar celebration in 1952 was underway the day after the Blessing of the Fleet at a luncheon in the offices of John D. Butler, Mayor of San Diego. This year's program and future possibilities of larger celebrations and programs was discussed by the Mayor, along with John Bate, City Port Director, Frank Gibson, chairman of the County Board of Supervisors, and a number of civic leaders and Junior Chamber of Commerce directors.

Occidentally Yours

(Continued from page 13)

are strongly in favor of aiding the fishermen as much as possible—not just trying to sell them insurance! Although a man aboard a fishing boat is subjected to some of the most difficult and dangerous experiences at all times, he nevertheless is a cautious and somewhat reserved individual who knows how to take care of himself in a pinch. A man who earns a living by dragging a net in the water or flipping a giant tuna aboard his craft on the end of a sturdy pole and line will take no more hazardous chances than a truck driver will take while going down a steep grade with 20 or 30 tons of truck and freight behind the tractor he's driving. Tooling a heavy truck down a dangerous highway hill demands the utmost caution and experience on the part of the driver: the right

gears; the coolheadedness and "savvy" necessary for the job; and an integral sense of responsibility. A fisherman must know his job just as well: when to pull a net in; how to handle a murderous-looking fishing hook the size of a small crow bar; how to navigate a bobbing skiff, thus enhancing his boat's chances of making a good catch.

Why, then, is a fisherman charged as much for an insurance policy as a truck driver? Actually, the truck driver, when you get right down to facts, is the per-



son with the more dangerous job! Yet, a fisherman must pay as much or more as men who are employed in far more dangerous occupations.

However, be that as it may, because of the intelligent insight and understanding of the Occidental Life Insurance Co., fishermen are now able to secure life insurance at standard rates. The only requirement is that fishermen must be operating from a vessel at least 85 feet in length.

The industry owes a vote of appreciation for the efforts that this fine company is making in lowering fisherman insurance premium rates.

EBB'N FLOW

(Continued from page 8)

pers, are wallowing in the harbor with full loads of fish and, because of the present situation, are unable to sell their catches. However, the solution to the problem is being solved in a rather easy and somewhat alarming manner: the fishermen are taking their fish to San Pedro! And, what's more, if they find it worth while to travel north with their catches hereafter, there will be a serious drop in San Diego of tuna canning production.

But, all this hasn't stopped the inflow of boats from coming into the harbor with thousands of tons of albacore. Huge schools of albacore have been running from the Coronado Islands to San Clemente Island. And, because of this, there is a definite assurance of a continued flood of albacore in the future. A total of 156 tuna clippers still are fishing on the banks.

GREECE FIGHTS RISING PRICES

Olive and Fish Oils Duty-Free

Greece, July 16—(MPA)—As a result of the small crop of olive oil this year, and in order to keep prices of olive oil from rising further, the Greek Government has taken a series of mea-

sures, one of which will permit the duty-free import of edible seed oils and fish oils, intended for the requirements of the Greek State, until August 31, 1951.

ALASKA TAX ABOLISHED

Held "Unconstitutional"

San Francisco, Calif., July 18 — (MPA)—The U. S. Ninth Circuit Court of Appeals last week ruled that the Territory of Alaska annual \$50 tax on non-resident fishermen is unconstitutional.

The ruling reversed an Anchorage district court decision which had upheld the legality of the tax imposed in 1949 by the Alaska legislature.

The Alaska Fishermen's Union, with 3200 members in Oregon, Washington and California who go annually to fish in the Territory, had challenged the legality of the tax.

AMUSING, BUT CONFUSING

What Will He Do Now?

San Diego, Calif., July 14—(MPA)—Westgate-Sun Harbor Company's refusal to buy any more albacore at any price has resulted in a difficult task for Marvin Hopkins, representative of the George Castagnola Co., of Santa Barbara. Hopkins has been buying albacore for Westgate-Sun Harbor and had agreements with several hundred albacore boats to deliver their fish to him.

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VAN CAMP SHUTS DOWN

Wage Dispute Halts Production

San Diego, Calif., July 24—(MPA) —A wage dispute with members of the United Fish Cannery Workers Local 64 has forced the Van Camp Sea Food Co. to shut down operations. The plant has 1,000 tons of albacore waiting to be packed and another 1,000 tons waiting to be unloaded from the company's boats. The fish already received has been placed in cold storage pending outcome of the dispute.

JUNE CATCH OVER 12,000 TONS

Low Albacore Total

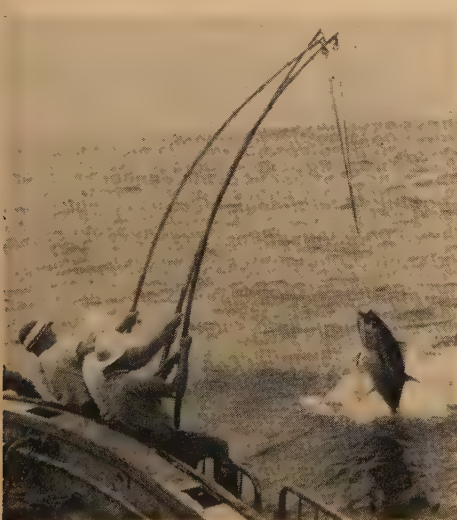
According to Captain Donald Glass, head of the local office of the State Division of Fish and Game, the June seafood deliveries to San Diego canneries amounted to more than 12,585 tons, four million pounds more than June, 1950's total. While the June catch included 13,731,093 pounds of yellowfin, 10,806,033 pounds of skipjack, 101,815 pounds of yellowtail and 44 pounds of bluefin, only 132,955 pounds of albacore was caught. This figure was 385 tons under the June, 1950, catch, and many San Diegans expressed a fear that the albacore season might be the worst since 1926, when the fish seemingly disappeared from local waters.

NEW SPECIES OF FISH O.K.'D

"Pacific Ocean Perch" Marketed

Seattle, Washington, July 5—(MPA) —"Pacific Ocean Perch" will be an acceptable designation for a species of rock fish or rose fish now being marketed by fisheries of the Pacific Northwest, according to a statement issued by the Food and Drug Administration.

The name will serve to distinguish



Where to put him?

frozen fillets of the Pacific Coast fish from a similar, but different, variety advertised and marketed by New Eng-

Backwash

By HAP HOLLIDAY

ONE of the major steps in the tuna industry's stairway of progress was the advent of fish-packing machines, or "Pak-Shapers," in Southern California canneries circa 1949.

Before the new machine's timely arrival it was necessary to employ highly skilled men or women to pack the fish by hand, which, needless to say, was a costly operation, since the amount of work accomplished by them in one hour could be completed in one minute by today's machinery. And, in addition, the over-packing and under-packing problem was always a major subject of discussion and study by cannery officials and research men, since an extra or lesser amount of a company's product packed into a weight capacity-marked can meant an uneven distribution of the fish, and, in most instances, resulted in a large loss for the cannery.

The "Pak-Shaper" because of its highly efficient operational performances, has made it possible to reduce the cost of producing the palatable ocean foods that are available today, and in doing so has assured canneries of a wider acceptance by the public of their products because of a lower mark-up in retail prices.

Actually, the operation of filling a gleaming, sterilized tin with 7 ounces of delicious and fastidiously prepared tuna flakes or chunks is an easy procedure. Perhaps, to orient the reader, it would be best to take the canning operation step by step, thus giving you an idea of the amount of work and the actual value of the product for which you plunk down 30 to 45 cents at your favorite grocer's.

From the fishing boat the fish are transported to the cannery by means of a salt water flume, buckets (huge, steel pots with collapsible bottoms), or carts. They then are thawed out in brine tanks, after which they are placed on a slow-

moving conveyor. A fast and efficient man, brandishing a wicked looking knife, deftly slashes the belly of the fish open and removes the livers and entrails in one flipping motion. The fish are then steam cooked in baskets, removed and boned, after which the head, tail and skin are cut off. Then, depending on the type of product being packed the fish are chopped into graded canning pieces or grated or flaked. From there they are "Pak-Shaper" victims, where they are crammed into a tin, topped and sealed, and sent on their way to pressure re-

torts, where they are cooked and—again—sterilized. The last step in the mechanical operation is the adjustment of labels and, finally, packing the tins in cartons for storage or shipment.

I don't know what you think, but I firmly believe that the price of the final product, no matter how high or low, is well worth the effort expended in obtaining the dish of fine seafood that you eventually put on the table for your family. What's more, it's a heck of a lot easier to prepare a cool and refreshing meal of tuna than it is to cook a large, expensive hunk of meat.

If you're wondering about variety in canned fish food, you can relax, for the experts in the fishing industry have that problem well in hand, as witness the many different types and brands of fish now on sale in local markets. There is flaked tuna, chunk or whole tuna, shredded tuna, grated tuna, and just plain tuna. Each type is packed in a brightly wrapped can that attracts the shopper's attention, and, at the same time, familiarize buyers with the particular cannery and brand name.

There are literally hundreds of terrific advertising ideas put into operation every year by the people in the canneries, and most of them are paying off in huge dividends, both to canneries and retail shops.



land fisheries under the name of "Ocean Perch."

Before permitting the use of the common name "*Pacific Ocean Perch*," the Food and Drug Administration asked opinions of leading ichthyologists. Scientists of the Fish and Wildlife Service, and others, were generally in agreement that the Atlantic and Pacific fish are in the same family, although not the same species.

S. & C. TUG KEPT BUSY

Laguna Speeds to Rescue

San Diego, Calif., July 24—(MPA)—The tremendous number of albacore boats in this Southern California city's harbor has not gone without its share of mishaps and marine difficulties with the smaller craft in the fleet.

The Star & Crescent tugboat, *Laguna*, has been maintaining a busy and somewhat far-reaching schedule in answering radio calls of floundering and mechanically disabled craft in southern waters. A recent casualty of the high seas was the crippled San Francisco fishing schooner, *Joseph Balestrieri II*, which the S.&C. tug towed north from the Ascension Island when the vessel from Northern California developed engine trouble.

The tug hardly had delivered the disabled craft in port for repairs when it was again dispatched, this time to aid the 30-ton albacore fishing boat *Faye*, from Aberdeen, Washington. The ves-



This was a familiar sight in San Diego a few weeks ago when more than 1000 boats jammed their way into the Southern California tuna capitol's harbor. Because of low prices, poor runs of albacore, most of the boats left the harbor in the last two weeks.

sel, with a crew of four, reported that its engines were out of commission and was stranded in the vicinity of the Cedros Islands.

SARDINES SPAWN EARLY

Scientists Discover Larvae and Eggs

San Francisco, Calif., July 18 — (MPA)—The Pacific sardine, mainstay of one of the State's richest fisheries, started moving north to spawn earlier this year than it did in 1950, according to a report of the California Marine Research Committee.

During February a few eggs and larvae were found off Southern California, an area where none were taken by research vessels until April, 1950. Each

year, spawning gradually spreads to the north from Baja California, where the earliest, and frequently the heaviest, spawning takes place.

Early appearance of eggs and larvae off Southern California is revealed in the interim progress report submitted to the Committee by California Academy of Sciences, the Division of Fish and Game, the Scripps Institute of Oceanography, and the U. S. Fish and Wildlife Service.



IN THE FRONT DOOR

Out the Back Door

Bristol Bay, Alaska, July 17—(MPA)—A labor dispute which resulted in a tie-up in Bristol Bay caused no small amount of trouble and confusion last month among canneries and fishermen. The difficulty stems from a severance of affiliations by 14,000 Bristol Bay fishermen from Alaska Fishermen's Union. The errant fishermen formed their own organization, called the Bering Sea Fishermen's Union, and petitioned for an election. However, Alaska Fishermen's Union still claimed juris-

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diction, and, naturally, industry was caught in the middle of the entire mix-up. They nevertheless offered members of the Bering Sea Union the same contract they had negotiated with Alaska Fishermen's Union, but it was turned down.

The Fishermen then refused to unload a large freighter loaded with cannery supplies and the steamship company ordered the ship back to Seattle. In the meantime, a second supply ship landed at Bristol Bay and the fishermen allowed it to be unloaded. Latest reports have it that the first ship is on its way back to Bristol Bay with the much needed supplies.

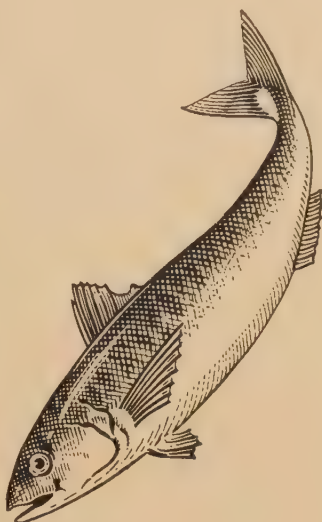
BATE ELECTED PRESIDENT

Port Authorities Honor S. D. Official
San Diego, Calif., July 18—(MPA) —John Bate, San Diego Port Director, was unanimously elected president of the Pacific Coast Association of Port Authorities at the closing session of that organization's convention on July 17. Also honored was Carl Reupsch, assistant port director to John Bate. Reupsch was elected secretary-treasurer.

San Diego will be the 1952 convention city. Bate will report to the Harbor Commission the steps taken by the association to stimulate coastwise and intercoastal shipping.

S. D. OFFICIALS IN D. C.

Protest Committee Budget Slash
Washington, D. C., July 12—(MPA) —Two San Diegans have arrived in Washington to protest House Appropriation Committee action in slashing a requested \$332,000 budget for the newly-established Inter-American Tropical



Tuna Commission to \$50,000 for 1952 fiscal year operations.

Harold Cary, executive secretary of the American Tunaboat Association, and Don Loker, General Manager of the High Seas Tuna Packing Company and representing the California Fish Cannery Association, will urge restoration of the full amount.

BLIMEY!

England Makes Fishy Statement

England, July 16— (MPA) —Great Britain no longer regards the United States as a major source for canned fish imports, according to the May 5 issue of *The Fishing News*, a British fishery periodical. Japan, formerly an important supplier, furnished only 1,000 metric tons during 1950, and there was an appreciable decline in imports of canned fish from the U.S.S.R. Morocco, however, rose from a prewar level of 500 tons to 11,700 tons during 1950.

More than 90 percent of Britain's total prewar supplies of canned fish were imported. Britain used to import some 76,500 metric tons of canned fish of which 18,800 tons came from the United States, 19,000 tons from Japan, and 17,300 tons from the U.S.S.R. Home production during the prewar period was only 7,000 tons. During 1950, however, home production of canned fish increased to 15,900 tons and the 1950 imports dropped to 65 percent of the total British supplies of canned fish.



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SAN DIEGO, CALIF.

Fair Winds

By SEYMOUR E. FRANCIS

THE Fish and Wildlife Service, Branch of Commercial Fisheries, which is a stem of the many departments operating efficiently under the United States Department of The Interior, is perhaps one of the most respected and appreciated governmental organizations in America. Their services to the people of this country have long been recognized as a major contribution to the betterment of soil conservation in areas that are known to flood and catch fire easily, and to the vowed duty of destroying predacious animal life dangerous both to man and beast. Their duties carry them from the northernmost tip of the North American Continent to the southernmost tip of the Florida Keys. However, that, by no means, infers that their realm of duty restricts them to American soil. They have traveled all over the world as friendly and diplomatic emissaries of this country. They have aided foreign countries in soil conservation programs that, prior to their arrival on the scene, was of no value to the land owner.

Therefore, in enlightening the reader on just some of the myriad jobs given to them, the Fish and Wildlife this month released an interesting report on the fisheries outlook in Canada. To say the least, it is a very informative and authoritative report, and, in part, will aid those readers of this column in gaining a better view of foreign commercial fishing progress.

On the assumption that the economic outlook today is dominated by international political factors, the year 1951 promises to be a good one for the Canadian fishing industry as a whole.

Canadian fisheries production is expected to be at or slightly above last year's level. In the Atlantic provinces, bigger catches of groundfish may be made with the help of additional trawlers and draggers, though the haddock fishery in Newfoundland has got off to a poor

start. The effort put into the halibut fishery will be repeated and prospects for herring and sardines appear to be rather better than last year. On the other hand there will be little incentive to increase shellfish landings because of the softening of prices in the first half of this year. The inland fisheries may somewhat exceed their production levels of 1950. No significant changes, apart from the normal cyclical variations of the different salmon species are expected on the West Coast.



Market conditions on the whole should show an improvement over last year. In North America (our great fresh, frozen and shellfish market), the high level of economic activity will sustain a correspondingly great demand. The market for groundfish fillets will remain basically strong, in spite of increased supplies from Canada and other countries. The U. S. market, in particular, is apparently still capable of very considerable expansion. Some adjustments in relative prices may, however, be required to restore the balance between supplies of the various species. Such relative adjustments may also be needed to clear comparatively heavy stocks of a few other varieties of frozen seafish (e.g. halibut). Inland fish is likely to have another year of good demand at favorable prices. There have been signs of weakness in the shellfish market, attributable mainly to increased supplies. While these will continue, there is again no reason to believe that, in the generally prosperous circumstances of today, an aggressive sales policy could not succeed in a corresponding expansion of the market.

The domestic market for canned fish, which has been growing quickly over the last two years, is expected to continue quite strong. Export markets for these commodities have been limited mainly by governmental restrictions to consuming countries. In Europe the exchange situation this year is better than in 1950.

MAY TUNA LANDINGS HIGH

28,984,000 Pounds Recorded

San Francisco, Calif., July 18 — (MPA) — Tuna landings during May totaled 28,984,000 pounds, with receipts about equally divided between the Santa Barbara-Los Angeles and San Diego regions, according to a monthly California processing report of the Division of Fish and Game.

All of the 751,000 pounds of albacore received for canning were landed at Santa Barbara-Los Angeles region docks. Skipjack receipts totaled 12,384,000 pounds, with the San Diego region accounting for 5,429,000 pounds and 6,954,000 pounds coming in at Santa Barbara-Los Angeles stations.

The 15,848,000 pounds of yellowfin were split with 7,641,000 pounds checked in at Santa Barbara-Los Angeles, and 8,207,000 received at San Diego docks. The monthly figures do not include fresh market fish or sport catches.



HAROLD H. ROBIRD SUCCUMBS

Owner of Tuna Boat Fresno

San Diego, Calif., July 17—(MPA) —Harold Henry Robirds, 49, died in his home on July 16. A resident of San Diego for 11 years, Robird was the owner of the tuna fishing boat, *Fresno*, and was a member of the San Diego Commercial Boat Owners' Association. He was born in Los Angeles.

TOO MANY BOATS

Not Enough Albacore!

San Diego, Calif., July 17—(MPA) —According to Capt. Oren Johnston, of the Ketchikan, Alaska, jig boat, *Ruthie*, there are more albacore boats on the lower coast banks than fish. They're so thick, in fact, they get in each other's way, the Capt. said.

The *Ruthie*, meanwhile, breezed into

San Diego Harbor on the morning of July 16 with 3 tons of albacore after eight days of fishing near San Martin island. Twenty other albacore vessels brought 35 tons to local canneries on the same day. Daily catches still remain substantially less than the total catch of July, 1950.

ALBACORE BITING SLOW

14 Boats Catch 8 Tons

San Diego, Calif., July 17—(MPA)—Fourteen albacore boats brought eight tons of the long fins to port on July 17. The fish were caught in the albacore school reported by skippers Wednesday running 16 miles southwest of the Coronado islands. Fishermen in that area said the water is still cool and fish are not biting good.

EAGLE FISH CO. RAISES STINK

Claim Fish Arrived Late in N. Y.

New York, N. Y., July 3—(MPA)—The Appellate Division of the New York Supreme Court affirmed a lower court decision awarding the Eagle Fish Company of New York over \$1,000 against the Railway Express Agency. Eagle Fish Company's claim for delay to a shipment of fish from Canada to New York City was assigned to Eastern Freight Traffic Service, who brought suit.

The case involved the question of whether the Railway Express Agency was liable for missing a morning market by a few hours. The fish shipment was due to arrive on a Wednesday morning, when market hours in New York are from 7 to 10 a. m. The shipment did arrive on Wednesday morning, but too late to be delivered in time for morning sale. Consequently Eagle Fish Company had to hold the fish for sale the next day, when they were sold at depreciated prices. The lower court held the Railway Express Agency responsible for Eagle Fish Company's pecuniary loss, with interest, and this decision has been affirmed.

REVISE CRITICAL OCCUPATION LIST

350 Fishing Vessels Affected

Washington, D. C., July 20—(MPA)—The fishing industry benefitted by a revision of the Department of Labor's List of Critical Occupations with respect to Shipmasters, Ship Pilots, Mates and Engineers, Marine Chiefs and Assistants.

Formerly in the List of Critical Occupations these occupations on fishing vessels were excluded, but that by recent action by the Department of Labor they will be treated in the same way as similar licensed officers in other marine industries.

The Defense Fisheries Administration has worked for this amendment of the list of critical occupations since February of this year, and the Interdepart-

ment Committee on critical occupations and essential activities has now decided that the inclusion as mentioned above should be accorded the fishing industry.

In arriving at this decision the Interdepartmental Committee was guided by the following criteria:

Under the foreseeable mobilization

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program an over-all shortage of workers in the occupation exists or is developing which will significantly interfere with effective functioning of essential industries and activities.

A minimum accelerated training time of 2 years (or the equivalent in work experience) is necessary to the satisfactory performance of all major tasks found in the occupation.

The occupation is indispensable to the functioning of the industries or activities in which it occurs.

This list of Critical Occupations applies to commercial fishing vessels which are required by law to have licensed officers. Such licensed officers must hold U. S. Coast Guard masters,

mates, or pilots licenses and U. S. Coast Guard chief engineers, first, second, or third assistant engineers licenses.

There are about 350 fishing vessels affected by this revision.

W.-S.H. STOPS BUYING FISH

Albacore Fleet Deserts S.D.

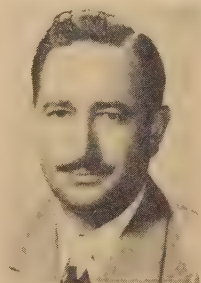
San Diego, Calif., July 22.—(MPA)—A loud "Thwack!!" was heard all over San Diego late last month that sounded similar to a cannery official hitting a fisherman flush in the mush with a wet albacore.

Westgate-Sun Harbor Co., on July 22, announced that it was discontinuing further buying of albacore. This was followed by a declarative by company

Attention! TUNA FISHERMEN

The CUTRI INSURANCE AGENCY, pioneers in fishermen's accident insurance, now offers a new Fishermen's Accident Policy which pays indemnity of \$100, \$150 or \$200 per month. This policy also pays principal sum for accidental loss of life, limbs or eyesight, up to \$2,000.

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Cosimo A. Cutri, Pres.

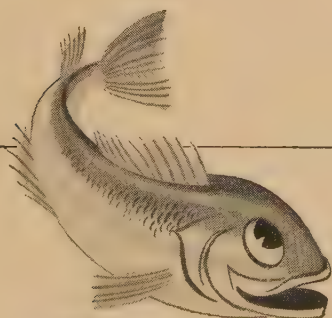
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Los Angeles: 2200 E. Imperial Highway, EL Segundo, Oregon 8-2119

spokesmen that the cannery would not guarantee current prices for tuna.

Meanwhile, the huge albacore fleet, which has since deserted San Diego's harbor, was delivering 150 tons daily to other canneries, which were paying \$350 a ton.

1,000,000,000 POUNDS OF FISH!

S. D. Catches 96,125 Tons

San Diego, Calif., July 22—(MPA)—California's fishing fleet in the last year landed more than a billion pounds of seafood, ranging from anchovies to squid, and of this vast sea harvest San Diego's tuna fleet and fresh fish craft caught 96,125 tons. This was revealed in a report issued by the State Division of Fish and Game. The annual catch was 1,341,402,913 pounds.

ASSEMBLYMAN URGES ACTION

Luckel Prods Legislature On Imports

Sacramento, Calif., July 31—(MPA)—Assemblyman Frank Luckel has urged Assemblyman Thomas M. Erwin, chairman of the California legislature's interim committee on fish and game, to make a thorough investigation of the harmful effects on the tuna industry of duty free imports of Japanese frozen albacore.

Luckel's decision to ask the state legislature to act followed the disclosure last week of the enormous amount of albacore and tuna being shipped to Southern California from Japan and Peru.

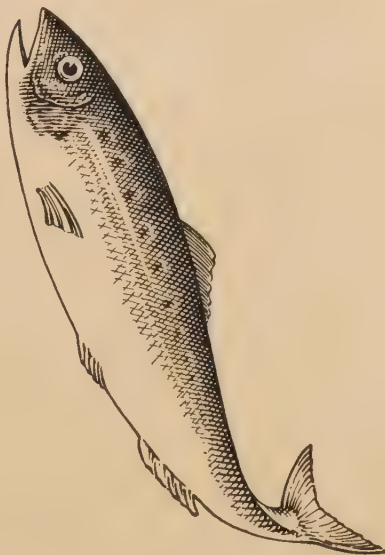
TUNA STILL COMING IN

Clippers Loaded

San Diego, Calif., July 31—(MPA)—More than 200 tons of tuna and al-

bacore was brought into San Diego Harbor on July 29-30 by eight clippers and 20-odd jig boats. The clippers were: the *Oceana*, *Jenita*, *Southland*, *Southern Queen*, *Pacific Queen*, *Notre Dame*, *City of San Francisco* and *Electra*.

The *Sal C* returned with the largest catch of albacore, 32 tons. Catches of other albacore boats ranged from three to eight tons.



COAST GUARD TO THE RESCUE

Bluefin Saved From Exploding

San Diego, Calif., July 31—(MPA)—As usual, the United States Coast Guard came to the rescue of a foundering fishing vessel. The boat sprung a leak in its main gasoline tank and was in danger of exploding after more than

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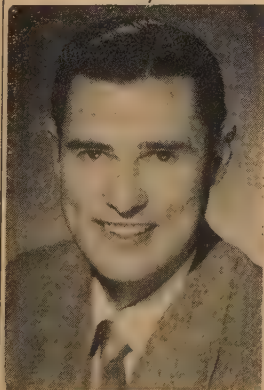
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Service Manager

90 gallons of fuel had flowed into the bilges.

Coast Guard officers cautioned the *Bluefin*, an albacore boat, to shut off her engine and drop anchor until the bilges were cleared of the highly combustible fuel.

MANUEL PASTONA HURT

Motorboat Explosion Burns Fisherman

San Diego, Calif., July 31—(MPA)—Manuel Pastona, 28, crew member of the tuna clipper *Sea Wolf*, suffered flash burns about the head and arms when the gasoline tank of a motorboat exploded. The accident occurred in Magdalena Bay. Pastona was rescued following the explosion that threw him clear of the boat. However, his injuries were not too serious and the United States Coast Guard did not send a plane to return the injured man to San Diego.

INVESTIGATE COUNTESS ACCIDENT

Capt. MacDiarmid Explains Marine Law

San Diego, Calif., July 31—(MPA)—Capt. Donald B. MacDiarmid, commander of the Coast Guard air-sea rescue station in San Diego, revealed a flaw in the maritime laws of the United States when investigators sought to learn the results of the loss of the tuna clipper, *Countess*. The vessel was stranded

and then burned on Sacramento Reef, Baja California, on the night of July 12. When the survivors reached San Diego on the Coast Guard cutter *Per-*



sens, Capt. James D. Farrar, skipper of the *Countess*, accused his crew of abandoning the vessel long before fire started.

The flaw in the maritime law is as follows: Crews of San Diego's high seas tuna clippers or other fishing craft can abandon their vessels at sea whenever they choose and there is no law to discipline them!

The charges led to an investigation by the Coast Guard Marine Inspection Unit at Long Beach, California, with Capt. Farrar and crew members testifying. The results of the hearing never reached the public.

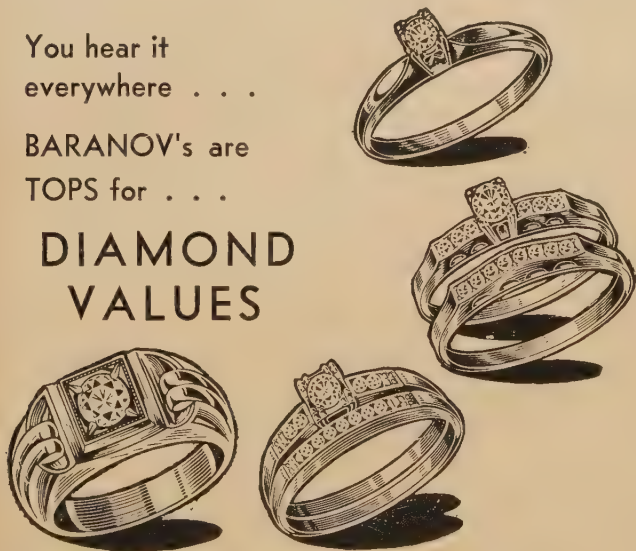
Capt. MacDiarmid pointed out that the Coast Guard has jurisdiction only over licensed fishing boat crew members such as captains and engineers. These licenses can be revoked. He said the only legal action that may be taken under existing laws against an unlicensed fisherman is in case of assault or other overt act against the vessel's captain.

Meanwhile, Bill Hamill, local representative of Cecil Drake (Drake & Bullen, Ship Chandlers), declared that Drake and 14 other co-owners of the *Countess* have decided against replacing the vessel in the tuna fleet. Hamill reported the *Countess* was insured for \$335,000, but that a vessel of her tonnage (308 tons, 109 feet long), because of increased construction costs, could not be built now for that sum.

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EXPLOSION BURNS FISHERMAN

Steinman Prevents Dangerous Fire

San Diego, Calif., August 6—(MPA) — A fisherman was severely burned when a gasoline explosion occurred aboard his boat at a cannery dock in Roseville on Sunday, August 5. The flames would have endangered the entire area since a fuel dock was near by.

The fisherman, Ewald Steinman, 35, of 370 Andrew Avenue, Leucadia, was treated at the United States Naval Hospital. He suffered third-degree burns on the hands and arms and lesser burns on the face and neck, and his hair was burned off.

U.S.-JAP FISHING PACT READY

To Be Introduced at Peace Talks

Washington, D.C., August 6—(MPA) —The proposed draft of a United States-Japanese fishing agreement is ready for negotiations as soon as the Japanese peace treaty is signed at San Francisco next month and ratified by the Senate, State Department officials declared this month.

While terms of a U. S. version of the fisheries pact are secret, presumably they would go as far as a February interim agreement prohibiting Japanese nationals from fishing for tuna, salmon, halibut and sardines in the eastern Pacific or Bering Sea.

The interim agreement, reached February 7 between the Japanese government and an American mission headed by John Foster Dulles, will protect San Diego and San Pedro fishermen against "invasion" of their fishing grounds by Nippon boats until a bilateral fisheries treaty is signed.

William Harrington, special State Department assistant for fisheries, came to San Diego early this month to discuss terms of a proposed U. S.-Japanese fishing pact with local industry leaders. His conference came at a time when the Southern California industry is bitter over failure of this government to protect it against mounting importation of Japanese-caught tariff-free albacore.

State Department officials said Chapter 4, Article 9 of the proposed peace treaty opens the door to negotiations for a U. S. fisheries pact with Japan, though the treaty itself offers no protection to the domestic industry.

The article provides that "Japan will enter promptly into negotiations with the Allied powers so desiring for the conclusion of bilateral and multi-lateral agreements providing for the regulation or limitation of fishing and the conservation and development of fisheries on the high seas."

Before World War II, Japanese fish-

ermen often were accused of encroaching on American fishing grounds in the Pacific.

While the State Department is optimistic over early negotiations on a fishing treaty with Japan, it was noncommittal over a warning that San Diego's tuna fishing fleet may be tied up at the dock soon because of a flood of duty-free Japanese albacore reaching the U. S. market.

The warning came from Charles L. White, president of the San Diego Commercial Fishing Boat Owners, Inc., in a telegram to Rep. Clinton D. McKinnon and Senators William F. Knowland (R) and Richard M. Nixon (R) of California.

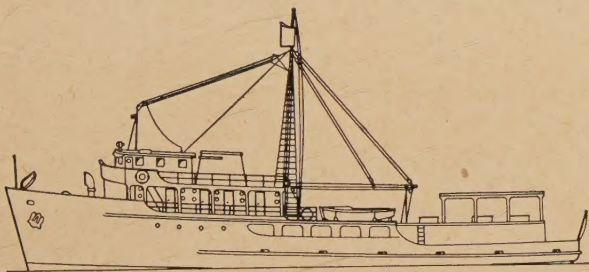
ALBACORE PRICE LOWERED

Chopped to \$300

San Diego, Calif., August 5—(MPA) —Although the Van Camp Sea Food Company and the High Seas Tuna Packing Company continue to pay \$325 a ton for albacore, Frank Buono, local buyer for the Franco-Italian Company, of San Pedro, lowered the price yesterday to \$300.

Several hundred tons of yellowfin and skipjack were unloaded by the clipper *Pacific Queen*, *Oceana* and *Electra* at the Van Camp plant.

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Progress

(Continued from page 14)

washers and the second and third layers were fastened with wooden skewers.

Prior to installation of the fiberglass insulation, a paper vapor barrier was applied to walls and ceilings. This barrier forms a complete envelope around refrigerated space, according to John G. Saalfeld of Service Products, Inc., Toledo, who's firm insulated the fish room. The inside walls and ceilings were finished with plaster and the exterior with wood sheathing. The refrigeration unit is a blower type gas refrigerant. Fiberglass AE and AEF board are rigid, board-like insulations sheathed in cold storage grade asphalt. They are made expressly for use under conditions of moisture and temperature variations such as exist in refrigerated spaces. These two products possess essential



characteristics of a good low temperature insulation of superior resistance to heat flow, and durability under severe conditions and dampness experienced in some low temperature installations. They are odorless and will not absorb odors and they cannot rot, decay or support mold or fungus growth.

CATALOG:

Morse Chain Company recently announced the release of a complete catalog on its new Hy-Vo power transmission drives. The catalog, No. C 72-51, includes: a basic discussion of the operating principles behind chain drives; highlights of the new design principles incorporated in Hy-Vo drives; description of what the drive will do in the field of high-speed, heavy-duty power transmission; Hy-Vo capacities, speed ranges and service factors for selecting drives, and installation and lubrication procedures. Copies of the catalog may be obtained from the manufacturers, Morse Chain Company, 7601 Central Avenue, Detroit 8, Michigan.

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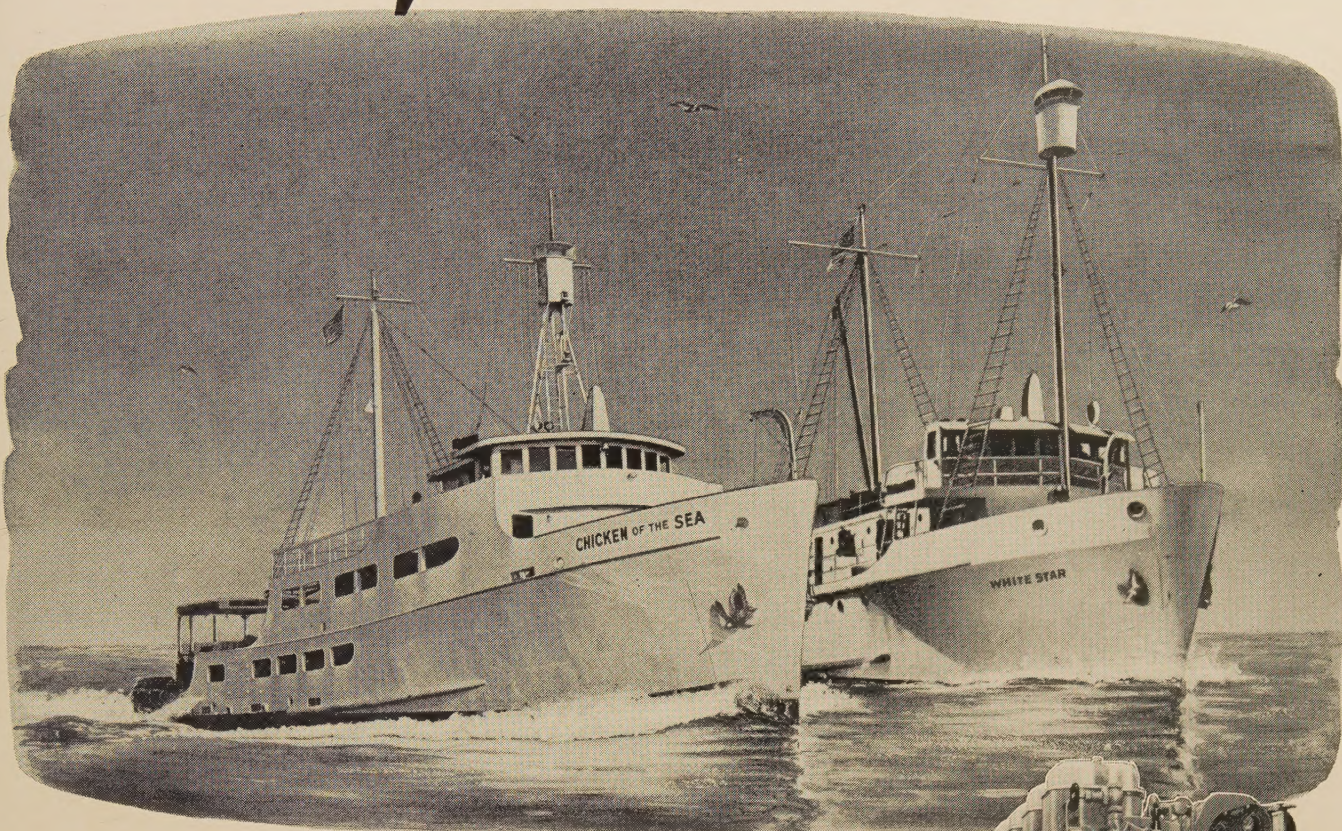
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Your Friends"

TIJUANA

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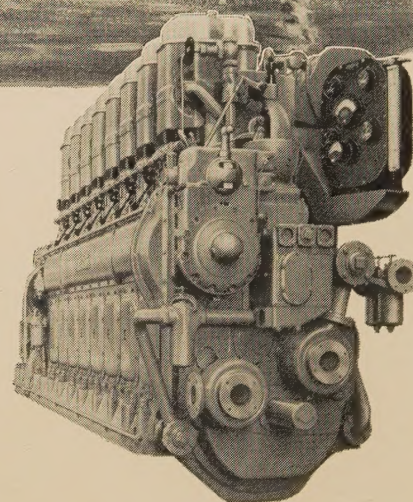
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Main propulsion for the "Chicken of the Sea" is an Enterprise turbocharged Model DMQ-38, rated 1500 HP at 300 RPM, with two Enterprise 200 KVA auxiliary generator sets.

The "White Star" is powered by an Enterprise turbocharged Model DMQ-36, rated 1200 HP at 300 RPM.

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This is the most important buying market in the West, a compact field so highly concentrated that one medium in Southern California can swing it; an advertising message in the Pan-American Fisherman magazine assures reaching this tremendous buying power.

Pan-American Fisherman magazine is dedicated to SERVICE—from the crews of the fishing vessels which scour the Pacific Ocean for tuna and the many other fine fish taken in these waters, to the highly paid, capable business executives of fishery processing plants. That is why Pan-American Fisherman magazine will carry the ball for you and your products which you want to sell to this powerful buying market. The Pan-American Fisherman magazine literally blankets the Western fishing industry . . . without costly duplication. Put this powerful medium to work for you now and let it help you sell your products!

Instruct your advertising and public relations departments today to write, wire, or telephone for complete information on advertising rates, circulation, and readership so that your files may contain full information on this ONE ALL-COVERING FISHERIES MEDIUM, the magazine that publishes news of the fishing industry, NOT JUST STATISTICS.

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